

success—on whom are we then to rely? The appended signatures of nearly all the lawyers in the colony should convince Mr. Chamberlain as to the accuracy of the statements in the Petition, for what lawyer signs a document without reading it, or supports publicly a Petition made up of reckless and inaccurate details? Lawyers are never reckless—except in their charges. The Petition was also signed by the heads of all the leading commercial firms in the colony—do these usually sign documents which they have not read or cannot endorse? Finally come the signatures of their Rts. Reverences the two Bishops, who, as men of religion and understanding, would scorn to give official sanction to a document unless convinced of its entire truthfulness.

To all these men of local high standing, great ability and integrity, to this overwhelming testimony of those whose united efforts have brought the colony to the prosperous and important position it occupies to-day, Mr. May calmly states that they signed a document teeming with misstatements and exaggerations. The Petitioners, he alleges, did not know what they were writing about and the signatories know even less what they were signing. He endeavours to prove this by the Memorandum which he has had the audacity to send in to Mr. Chamberlain. Mr. May even induced H.E. the Governor to write that he believed the majority of the signatories signed the document without reading it—on the principle of Josh Jones his mark X—which is a polite tribute from H.E. to the understanding and integrity of the Petitioners and the seal of infallibility of Mr. May's judgment. Who then is Mr. May, who can lead a Governor and defy a community?

The Hon'ble F. H. May is a man of many parts; he has the scrutinizing instincts of a political agent; he is equally at his ease as Chief of Police, Colonial Secretary, Treasurer, Superintendent of the G.O., Vice-President of the Sanitary Board (a body he has just excommunicated) and Dictator-in-Chief to the other Officials in the colony. He is a colonial Crichton, and supports each position with characteristic ability, admirable tact, and marvellous energy. He has been known to commit errors of judgment, but mistakes never; his subordinates may do so, otherwise they are unheard of outside their own department. His innumerable attributes permit him to approach any special subject with ease and pose as an authority. He is a wonderful man, and one day will undoubtedly be promoted to the well-merited post of Governor of some colony. There will be no room for anyone else, but that is a detail—he will be qualified for every post.

The wonder is that possessing an officer of such great capacity, who is able to persuade any Governor that black is white, anything approaching a grievance is known in the colony. Everything should be perfect (it is—on paper) with which Mr. May comes into contact. Take his special department for instance—wherever heard of a grievance in the Police Force? As a force it cannot control the impertinent illegality of rickshaws and chair coolies, encouraged by the guides, but then that is perhaps a duty outside the functions of the Police, which is left to be overcome by time and the gradual submission of the coolies to benignant Western civilising influences.

Admitting this, there is therefore some reason in his literary "tab-thumping" in rebuking the signatories and informing them they are under an entire misapprehension—that the sanitary condition of Hongkong is perfect, as the Government has spent millions of dollars on it. It is thus entitled to chide the Petitioners for their wickedness in drafting such a document since a paternal government, which he represents, is ever ready to carry out any desired improvement which, after very mature reflection, it may consider reasonable. Throughout the Memorandum the Official triumvirate endeavour to show, very cleverly if not admitted, that not only has the Government done everything necessary in the interests of local sanitation, but they claim for the Government the initiation of these sanitary reforms.

Could anything possibly be more audacious and more untrue? They even go further, and state that if any sanitary measures were not carried out, it was owing entirely to Unofficial opposition. The Unofficial Members of Council (and, of course, answer for themselves, and no doubt will in Council, and as for the community it would be no exaggeration to say that no sanitary measure has ever been introduced into this colony that was not the outcome of public agitation.

It is to be regretted that I have not sufficient space at my disposal to quote from the newspaper files of the last twenty years the numerous instances of Official opposition to public demands for sanitary improvements. Read the reports of the meetings of the Sanitary Board for the last few years and realise the extent of Official opposition to many measures which the "tribe" now trumpet forth as their own.

To show the extent of the Government opposition to a measure which Mr. May now triumphantly claims as his own, namely, the Tai Ping Shan Resumption, we will quote Mr. May's own words at a Sanitary Board meeting in July, 1894, when he temporarily forgot he was a Government official, but his strictures are of none the less value:

The CAPTAIN SUPERINTENDENT OF POLICE: I would only add to the remarks Mr. Francis has made—I have not heard them in their entirety—that as I indicated in my minute, I would in justice to this Board say that it is not fair for the Government to try to throw the responsibility upon the Board. The Government is a continuous system, and you cannot divide the Government by the periods of tenure of office of successive Governors, and in my humble opinion, although I am a Government official, and perhaps I should not say so, it is the duty of a Governor on his taking up his office to make himself acquainted with the state of the colony and the history of every question likely to crop up, and more especially with the history of the Sanitary Board and I agree with Mr. Francis that if the Government has borne in mind the Crown Lands Resumption Ordinance, they possibly would not have fallen into what I regard as an error of judgment in trying to throw responsibility

for the insanitary condition of certain houses upon this Board. Anybody who has lived in the colony for the last five years knows the history of the Crown Lands Resumption Ordinance, and everybody knows that if the Governor's predecessor had not gone away, that Ordinance would have been put into practical operation, and probably Tai Ping Shan would be now a Model Settlement.

Is it wise, therefore, to take Mr. May seriously now? What proof after all have we that he is now in earnest?

Turning to the blue-book let us consider after Mr. May's opening, Mr. Chatham's Memorandum. Our Acting Director of Public Works endeavours to show, very half-heartedly it is true, that his department has practically accomplished everything Mr. Chadwick recommended it to do. Since then, I suppose, it has slumbered on its laurels. It has built waterworks, drains and markets, and no one will deny that the Public Works Department has accomplished much since Mr. Chadwick first aroused it. The money has been forthcoming and most people are prepared to carry out duties when the microvital is provided. The faults the community find with the P.W.D. are that it has not done enough for the money it has spent, and it has not always done the work in the way it should have been done, and it has also left undone many things which it ought to have done. Mr. Chatham writes exultingly about his waterworks—on the island; he is strangely silent about Kowloon. He emphasises the fact that over two millions have been spent on waterworks since 1883. Well, most people will fail to see what the figures have to do with it, unless he wishes to be congratulated on economy, which is unlikely. The community provided the money, and have the right to expect the service; failing that they would have provided waterworks themselves to their own profit, as at Shanghai. Turn to Kowloon, and let Mr. Chatham ask himself if he can conscientiously rejoice over the wretchedly inadequate and dangerous system there. Furthermore, will Mr. Chatham be prepared to state to the Expert that the system in Hongkong is now fully sufficient and there is no danger of a water famine? Why, we have not got half enough water to keep this colony in an efficient sanitary condition.

Then Mr. Chatham tells us about drainage. Now in these matters of Public Works, Mr. Chatham, unlike his two confidants, understands what he is discussing. He is an engineer, and an able all-round man, whose opinion is much respected by his local unofficial professional friends. He does not attempt to discuss the Police, nor tell the Attorney-General that he is mistaken in his law; he does not even reproach the Medical Officer of Health on plague reports, nor show the Colonial Treasurer how to add up figures. He "sticks to his last," and the only regret the community will have is that he allowed himself in a moment of weakness to figure as a sanitary Sandoz Panza to his colleagues, the Supt. of Police. The misfortune of the P.W.D. is that the Government has never allowed it to have half enough men to do the work demanded from it.

In referring to the drainage of the colony, Mr. Chatham had to consider that, as acting head of the P.W.D., he held a brief for the Government. He has therefore sought to prove that the present system is, Mr. Chadwick recommended it should be, throwing the onus of any shortcomings on the Expert; and further that the Government has done its utmost to make the drainage as perfect as possible. Mr. Chatham is an interested witness, and his testimony must suffer on that account. Against his statement we have the signatures of eleven local civil engineers, men of high ability and of much local experience, who have endorsed the Petition which says that Mr. Chadwick's recommendations have not been fully carried out; that his designs have been tampered with; that the Government has not done everything it should have done, and also that the present system is unsuitable (as was found to be the case in Bombay) to the place and the community.

It is twelve years since Mr. Chadwick was last here, which is ample time to pick ducks and drakes with his recommendations, and although Mr. Chatham discourses fluently to show that Mr. Chadwick approved of Mr. Cooper's methods, he does not answer the charge of the Petitioners, namely that "the separate system" introduced by Mr. Cooper "is without the safeguards Mr. Chadwick recommended, viz., abundant water supply, flushing tanks at the head of each drainage valley, pumping stations at each end and the throw the sewage into the sea well clear of the city." Mr. R. K. Leigh, in his able report of 1888, said "the proposed scheme of drainage, as described in the report under consideration (Mr. Cooper's) is diametrically opposed to that of Mr. Chadwick."

Concerning the general belief that the system was not suited to the Chinese population, I may quote the following from a Report of the House Connections Committee of the Bombay Corporation, which so well applies to Hongkong:

Beginning with the incorrigible habits of the people with regard to waste matter, they say that any system of house connection, as to work with reasonable efficiency, must be devised and based on these habits. They found that down to pipes large enough to carry off all the water used in houses were constantly choked with solid matter, and that syphons intended to protect the people from foul gases were simply receptacles for sand, ashes, rags, &c., blocking the pipe and causing the water to run down the walls and foul them. They found, in fact, that nearly every English device used to protect the people from foul gases was here converted into a means of producing them.

Mr. May, in his Memorandum, dealing with the same subject, characterises the above statement about there being "no flushing arrangements" as untrue. His reason for this is that Mr. Cooper in 1881 reported "that the sewerage works in the High Level District had been completed with manholes, ventilators and flushing arrangements." The "flushing arrangements" Mr. May

alludes to are somewhat different to those referred to by the Petitioners. These wonderful flushing arrangements of Mr. Cooper's (which on sanitary grounds are condemned) seldom act, because there is not usually sufficient water at the Peak to fill them—as a rule half a dozen coolies are requisitioned to pour water down the drains. Mr. R. K. Leigh, who in 1889 reported on the Peak Drainage, referred to this danger. At the meeting of the Sanitary Board on 30th May, 1901, two proposals were made by the Medical Officer of Health to meet the want of flushing the sewers and drains. This does not testify much to the value of the present wonderful automatic flushers.

Therefore, if, as Mr. May alleges, there has been any prevarication it has been on his side, not on that of the Petitioners. As regards the Peak Drainage, typhoid fever, previously unknown at the Peak, has followed the introduction of the separate system there. Any of the medical signatories are prepared to state that the present condition of these drains is eminently calculated to promote the growth and distribution of the typhoid germs should they accidentally find entrance therein. This equally applies elsewhere. Loud complaints of the stench were made in 1882, but the stinking storm-water drains which it was claimed would prove a remedy have considerably increased the nuisance.

Mr. May on the subject of drains makes an admission. He says:—

The statement contained in the same paragraph that the contents of the storm-water drains are nearly as foul as those of the sewers is true, and the only remedy appears to be a more efficient method of removal of night-soil and the more effective control of the hawking of vegetables, sugar-cane and fruit in the streets.

Mr. May, with his characteristic impetuosity, forgets one important point, and even Mr. Chatham is curiously reticent about it, namely that the Mr. Cooper of unenviable renown claimed that his drains were self-cleansing. To expect drains to be self-cleansing on some of the gradients made would be verging on the miraculous, and if they were, as he alleged, why do they need the frequent attempts at cleansing with chains?

The so-called "self-flushing" drain extending from the nullah at the north-east corner of the garden of the Officers' Quarters, Murray Barracks, is a case in point. This drain runs along Queen's Road East, Arsenal Street and Praya East, to Ship Street, a distance of about 5,400 feet. It is a 12-inch diameter pipe-drain, taking all the sewage of a very largely populated district, and has an inclination of only 1 in 390! How the designer expects any liquid of any kind, let alone thick and practically undiluted sewage, to flow at all on a flat "gradient" no one except himself is able to realise. Few sewers at home are laid at a flatter gradient than 1 in 100—excepting—large main sewers which convey a good volume of liquid sewage.

In dismissing the drainage question, may I ask Mr. Chatham whether he considers the four large pipes discharging sewage on to the foreshore, a few yards from the road, at Des Vaux Road, Kowloon, giving rise to an abominable and dangerous nuisance on what should be the best marine promenade there is, a sample of that superb system of drainage he professes to be so proud of?

Mr. Chatham concludes: "From 1883 to 1888 a sum of \$185,000 was expended under the heading of 'Sanitary Works.' He omits to mention that this expense was chiefly incurred through Mr. Price laying down brick drains and pulling them up again in 1888 for pipe drains. The total expenditure by the Government under the heading of Drainage Sewerage Work from 1883 to 1900 has been \$542,869. This is an average of \$49,251 a year—does Mr. Chatham think this excessive for a colony such as ours with its continual extensions of residential quarters?"

(To be continued.)

SCRUTATOR.

POLICE COURT.

Saturday, 10th August.

BEFORE MR. HAZELAND.

THE CHARGE OF MANSLAUGHTER.

The taking of the evidence in the case of the Chinese police sergeant charged with manslaughter of a prisoner while in his custody being completed, the case has been transferred to the Supreme Court for trial.

THEFT OF GRAIN-BAGS.

Leung Kam Tuk was charged with unlawful possession of nineteen grain-bags, two coils of Manila hemp and some meat-dishes, reasonably supposed to have been stolen from the Kowloon Wharf, was given the option of paying a \$25 fine or going to goal for fourteen days.

CUTTING CROWN LAND.

For cutting and taking away Crown land, one Lo Lin was fined \$10 or fourteen days' hard labour.

BEFORE MR. KEMP.

CRUIZ UP AGAIN.

Francis Cruz, a well-known character, was up before His Worship, having been arrested on a warrant as he failed to appear the previous day to answer the charge of committing a nuisance in the City Hall and assaulting two Indian constables who arrested him.

Accused pleaded not guilty and stated that Mr. Reece was to defend his case.

The case was postponed until next Thursday, and the fifty dollars bail ordered to be forfeited owing to Cruz's non-appearance the previous day.

The next charge against Cruz was assault on ricksha coolie No. 552.

Complainant stated that on the 4th inst., defendant wanted to engage his ricksha. It was raining at time and the wind had blown out his lamp. He told defendant to wait till he reit his lamp. The latter, saying "Oh, you won't take me!" struck him a severe blow on the nose, causing it to bleed and then ran away. Complainant gave chase, caught defendant, and both went to No. 7 Police Station.

Defendant declared that complainant ran away when he wanted to engage him, and running struck his nose against a post.

His Worship, rather doubting the correctness of the defence put up, sentenced defendant to

pay a fine of \$3, or seven days, and \$1 compensation to the ricksha coolie, or an additional seven days.

STOWAWAYS ON S.S. "ESMERALDA."

Harry Smith and Vanderwaert, pleading guilty to the charge of stowing away on the s.s. Esmeralda on the journey from Manila to Hongkong, were sentenced to fourteen days' hard labour.

DUNK AND DISORDERLY.

John Daniel was charged with refusing to pay legal fare to a ricksha coolie and behaving in a disorderly manner, while under the influence of spirits, in No. 2 Police Station.

Accused pleaded guilty and was fined \$3 or seven days on the first charge, with 50 cents to the ricksha coolie or an additional seven days, and \$5 or seven days' hard labour on the last charge.

TIRED OF LIFE.

E. Nelson, the Norwegian seaman who on the 27th ult., attempted to commit suicide by cutting his throat with a pocket-knife, was brought up on Saturday.

In reply to his Worship's query why he tried to kill himself, defendant said that he was tired of his life. He had no work. The Superintendent of the Sailors' Home stated that accused came here in an American ship. The Norwegian Consul had not been applied to yet. There was no chance of shipping a man for some time as times were dull. He also suggested that it was not safe to keep the man in the Home, as he might make another attempt on his life.

Inspector Baker thought the best thing would be to remove the man until some decision as to his disposal could be arrived at. It was not safe to let the man loose, as he seemed very despondent.

His Worship agreed, and remanded defendant for a week, at the same time suggesting to Inspector Baker to see the Norwegian Consul and to induce him to take some steps toward sending away his unfortunate countryman.

THEFT OF FISH.

Mr. H. Davis, of the s.s. Tartar, charged a Chinese with theft of some fish, the property of the ship.

Complainant said that he saw defendant come up the gangway on Friday at 10.30 a.m., in the company of a child.

He then went around the ship looking after the work. When he came to the after hatch he saw defendant hand a bundle to the child. Being suspicious, he (complainant), went up to them, whereupon the child dropped the bundle and ran away. Complainant then grasped defendant. A quartermaster just then came up, and he opened the bundle and found it to contain fish, the property of the ship.

Accused claimed that the little boy took the fish. Complainant said it was impossible for the little boy to get down the after hatch.

Accused was sentenced to three weeks' hard labour.

HONGKONG AND WHAMPOA DOCK CO., LD.

The following is the report of the board of directors of the above Company to the ordinary half-yearly meeting of shareholders to be held at the offices of the Company on the 13th inst.:

Gentlemen,—The directors have now to submit to your report, with a statement of accounts for the half-year ended 30th June last.

The net profit for the six months, after paying interest due and all charges, amounts to \$806,558.66

To which has to be added the balance brought forward from last account \$256,757.20

Less bonus to shareholders paid in accordance with resolution passed in extraordinary general meeting, 21st January, 1901 37,500.00

219,257.20

And from this have to be deducted—

Directors' Fees \$10,000.00

Auditors' Fees 750.00

10,750.00

Leaving available for appropriation \$1,115,065.86

The directors recommend that a dividend for the half-year of 10 per cent. of \$250,000, and a bonus of 8 per cent. of \$200,000, in all \$450,000, be paid to the shareholders, and a bonus of \$20,000 to contributing shareholders, that \$114,159.37 be written from the value of the Kowloon Docks, \$37,211.34 from the Cosmopolitan Dock, and \$4,000 from steam launches, the balance \$459,635.15 to be carried to the new account.

The large turnover at our establishments during the past half-year, being the highest on record, should be very gratifying to the shareholders, as it proves that the increasing facilities at the docks enable the work to be completed more expeditiously. When all the contemplated improvements are finished we will be able to execute a still larger volume of work.

The new machine shops at Kowloon Docks are being pushed forward as rapidly as possible, but their completion will be delayed to some extent owing to the scarcity of Chinese skilled labour. A portion of the proposed electrical installation for Kowloon Docks has already been ordered, and it is hoped that the whole dock will be erected in working order by about this time next year. We shall then have most complete engineering shops and plant.

The new forge at Kowloon Docks is partly completed and is being worked with good results. When the 10-ton hammer is erected in place and the other furnaces working we shall be in a position to undertake any heavy work that may be offered us.

The demand for dock accommodation has continued as great if not greater than that of any previous six months and the want of further facilities for our business is more and more felt. Your directors are however glad to be able to report that substantial progress has been made in their negotiations with the Government for an extension of our present property, and there seems now a reasonable chance of these negotiations being brought to a satisfactory conclusion before long. As soon as this matter is definitely settled preparations for the building of a new dock will be pushed on with all possible speed.

Your directors have to report that your chief manager, Mr. Gillies, who for the past 26 years has managed the business of the company with such distinguished success, and been greatly instrumental in raising it to the fine position it is now in, has definitely tendered his resignation, which, in view of his desire to retire from the management and from the active business life he has hitherto led, your directors have felt bound to accept. At the approaching

DEPARTURE of the Party offering imitations of MACNIVEN & CAMERON'S PENS. "They come as a boon and a blessing to men. The Pickwick, the Owl, and the Waverley Pen. Sold at all Stationers. MACNIVEN & CAMERON, Ltd., Waverley Works, Edinburgh. [1899-3]

general meeting your directors will propose that Mr. Gillies' long and valuable services to the Dock Company be acknowledged in a suitable form. To take Mr. Gillies' place a gentleman who comes to us with the highest testimonials and recommendations, and who has been in charge of one or more of the largest dockyards at home, has been engaged, and is expected to arrive here next month.

R. SHEWAN,

Chairman.

Hongkong, 8th August, 1901.

The following are the accounts from January to June, 1901:—

CAPITAL ACCOUNT.

30th June, 1901. ASSETS. \$ c.

To value of Aberdeen Docks, as per last statement 100,000.00

To value of Kowloon Docks, as per last statement 1,632,362.96

Less amount since written off 82,862.96

1,600,000.00

To amount paid in connection with purchase of Hongkong Island Lot Nos. 13, 14, 61, 65 and 67, 71 24,300.00

To amount paid on account of removal of hill on the new extension, Kowloon, marine lot No. 27 4,931.87

To amount paid on account of cutting away hill at head of No. 1 Dock 500.00

To amount paid on account of making new road 208.00

To amount paid on account of 16 new houses for European foremen 44,215.50

To amount paid on account of new iron store 9,580.00

To amount paid on account of new fitting shop 47,021.00

To amount paid on account of new forge 11,078.00

To amount paid on account of sea-wall extension 1,771.00

To amount paid on account of No. 2 Dock; cost of one new Washington steam pump, and fitting same 4,218.00

To amount paid on account of new hydraulic installation 4,578.00

To cost of new machines for boiler shop 6,416.00

To cost of new machines for engine shop 27,524.00

To cost of new machines for copper-smiths' shop 206.00

To cost of new machines for blacksmiths' shop 26.00

To cost of new machines for saw mill 1,177.00

To cost of new 10-ton double-acting steam hammer for new forge 17,575.00

To cost of new air-compressor, complete, for yard 9,370.00

1,814,139.37

COSMOPOLITAN DOCK, as per last statement 340,709.00

Less amount since written off 17,769.00

323,000.00

To amount paid on account of new wall extension 3,000.00

To amount paid on account of 4 new houses for European foremen 4,775.00

To amount paid on account of alterations and extensions to pump-house, fitting one additional boiler, and 3 additional pumps 10,312.99

To amount paid on account of laying railway track throughout the yard 5,358.51

To amount paid on account of electric light installation throughout yard and workshops 20,764.84

367,211.34

TUG, LAUNCHES AND LIGHTERS.

To value of Kame, as per last account 15,000.00

To value of steam launches, steam lighter, lighters and boats, as per last account 48,640.00

Less amount since written off 4,640.00

58,000.00

To sundry debtors 270,980.39

To cost of material on hand as per stock lists 1,833,841.98

Less amount written off in accordance with resolution of shareholders' meeting 25th February, 1901 57,020.07

1,796,221.91

By shareholders for 30,000 shares of \$50 each fully paid-up 2,000,000.00

By Admiralty loan 22,000 0 0

Less repayments 11,398 14 4

2,000,601 86

To telegrams 45,001 5 8 at 1/11 3-16100

39,026.70

By sundry creditors 632,730.30

By balance of profit brought forward from last account 256,757.20

Less bonus to shareholders paid in accordance with resolution—passed in extraordinary general meeting 21st Jan., 1901 37,500.00

219,257.20

By profit 996,558.66

1,125,815.86

\$4,407,572.92

REVENUE ACCOUNT.

30th June, 1901.

To interest 20,692.93

To Crown rent 11,025.57

To fire insurance 9,137.98

To office expenses, salaries, stationery and rent of head office 42,170.71

To drawing office expenses and salaries 11,025.57

To telegrams 45,001 5 8 at 1/11 3-16100

39,026.70

To legal expenses 941.80

To profit 996,558.66

\$990,231.59

1st January to 30th June, 1900.

NEW ADVERTISEMENTS

THEATRE ROYAL,
CITY HALL.

TO-NIGHT!
THE AUSTRALIAN VAUDEVILLE
COMPANY.

TO-NIGHT! AND TO-NIGHT!
EVERY EVENING.
Complete Change of Programme. The Best
and Brightest Entertainment ever brought
to the East.
OPENING CHORUS, "SCHOOL DAYS."
BY THE COMPANY.
The POPULAR ILLUSIONIST, will appear
in one of his Up-to-date Spectacles.
Assisted by
Miss B. WARD. Miss V. ROSSER.
Miss P. VERNE. Miss J. FORDE.
Miss A. MOORE. Miss H. MOORE.
Mr. S. ROWLEY. Mr. W. H. HURLEY.
Mr. W. F. CULLEN. and the
SISTERS LINWOOD.
PRICES: \$4, \$2, \$1.
Soldiers and Sailors in Uniform Half-Price
to Buck Seats only.
Mr. J. FRANK FURLAY, Business Manager.
Hongkong, 12th August, 1901. [2048]

NOTICE

THE GOVERNOR invites the Members
of the Community to meet His Ex-
cellency in the COUNCIL CHAMBER on
WEDNESDAY NEXT, the 14th instant, at
Noon, with a view to taking steps to carry
out the suggestion of the Secretary of State
that the Colony of Hongkong should contribute
towards a Memorial of Her late Majesty Queen
Victoria.

By Command,
(Sd.) J. H. STEWART LOCKHART,
Colonial Secretary.
Hongkong, 12th August, 1901. [2049]

EMPLOYMENT WANTED.

By a thorough English-speaking, West-
India-born Chinese, with good commercial
knowledge, a Situation as Salesman, Inter-
preter, Clerk, Bookkeeper, Store Assistant, or
Assistant Comptroller. Good references.
Address—
W. L.
Care of Daily Press Office.
Hongkong, 12th August, 1901. [1976]

TO LET.

No. 7, GRANVILLE AVENUE,
KOWLOON.

Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LD.

Hongkong, 12th August, 1901. [1134]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT AND USE OF THE CONCERNED,
on
SATURDAY,
the 17th August, 1901, at Noon, alongside of
The Douglas S.S. Co.'s Wharf,
PRAYA CENTRAL,
THE STEAM LAUNCH
"TUNG FAT".

Built under Foreign superintendence, is
certified to be in first-class order and condition.
Only a few days out of the hands of Messrs.
BAILEY & MURPHY, Engineers, &c., &c., who
have given her a thorough overhaul; is re-
metalized, &c., &c.
Suitable for towing purposes; and is fitted in
European style.
Length, 63 feet; Beam, 11 feet 6 inches;
Depth, 6 feet 3 inches in centre.
TERMS:—As usual.

For further particulars, apply to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th August, 1901. [2046]

NOTICE TO CONSIGNEES.

STEAMSHIP "TAIFU,"
FROM CHEFOO.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature
and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO. LIMITED,
Agents.
Hongkong, 10th August, 1901. [2045]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MAZAGON,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:—
From Persian Gulf, ex S. J. S. N. and
B. & P. S. N. Co.'s Steamers.
Goods not cleared by the 16th inst., at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 10th August, 1901. [1]

FOR NEW YORK.

THE 3/3 A.L.I. American ship
"I. F. CHAPMAN,"
having arrived, is now ready to load for the
above port, and will have quick despatch.
For Freight, apply to
ARNOLD, KARBURG & CO.
Hongkong, 12th August, 1901. [1667]

NEW ADVERTISEMENTS

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW AND
AMOI.

THE Company's Steamship
"DAIGI MARU,"
Captain K. Sobajima, will be despatched for
the above ports on WEDNESDAY, the 14th
instant, at Noon.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 12th August, 1901. [17]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"YUENSANG,"
Captain Relie, will be despatched as above on
WEDNESDAY, the 14th inst., at 4 p.m.

This Steamer has superior accommodation for
First Class Passengers, is fitted throughout
with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th August, 1901. [2044]

FOR SHANGHAI AND VLADIVOS-
TOK.

THE Steamship
"TAIFU,"
new in Port, will be despatched as above on or
about WEDNESDAY, the 14th instant.

For Freight or Passage and other informa-
tion, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 12th August, 1901. [2047]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship
"CHINA,"
Captain A. Levi, will leave for the above
places on SUNDAY, the 18th instant, at
DAYLIGHT.

For Freight or Passage, apply to
SANDER, WILDER & CO.,
Agents.
Hongkong, 12th August, 1901. [16]

LOST.

A SILVER WATCH and a GOLD SEAL-
RING bearing the Monogram "G. P."
Both attached to a GOLD FLAT-LINK
CHAIN.
Finder will be rewarded by returning same
to—
LAUTS, WEGENER & CO.,
20, Des Voeux Road.
Hongkong, 9th August, 1901. [2022]

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS, "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901. [1534]

THE WANCHAI STORING COMPANY

ARE now prepared to receive Goods for
Storage in their Godowns, situated on
PRAYA EAST (late McGregor Barracks).
Landing and Shipping of Cargoes is
facilitated by means of the spacious strong
Pier lately constructed in front of these
Godowns.

Terms Moderate.
Apply to the SECRETARY on the Pre-
mises.
Hongkong, 10th August, 1901. [2063]

NOTICE TO MARINERS.
No. 367.

CHINA SEA.

DISCOVERY OF A DANGEROUS REEF
TO THE EASTWARD OF THE
GREAT YANGTZE BANK.

THE following Hydrographical Note by
Lieutenant Commander W. O. LYNE,
Commanding H. B. M. Surveying vessel
"Waterwitch," is hereby circulated for general
information:—

"Hydrographical Note."
"H. M. S. Waterwitch."
Shanghai, 1st August, 1901.

"A coral patch on the bottom lies in latitude
33 deg. 07 min. 15 sec. N. Longitude 125 deg.
11 min. E. It extends about a quarter of a mile in
NE. and SW. direction, and is about 60 yards
wide; the least depth obtained is 18 feet, but
less water probably exists.

"From the SW. extreme of the patch for a
distance of 1 mile in a SW. by S. direction
extends a rocky ledge, the least water obtained
on which was 17 fathoms.

"Very heavy overfalls and tide-rips were
seen on the patch, and they extended about 1
mile NE. and 1 mile SW.

"The shoalest spots are apparently at the
extremes of the patch. At the NE. extreme the
sea was breaking occasionally, and it would
probably break all over the patch with a
moderate sea running.

"The overfalls and tide-rips would be visible
from a ship for at least 1 mile, and with a
favourable light, the light-green colour over
the coral patch should be seen from the same
distance.

"There are depths of 27 to 30 fms., sand and
mud, at a distance of about a quarter of a mile
all round the patch, except where the rocky
ledge extends, so the lead will give no warning
until within the limit where the bottom becomes
volcanic rock, corals and broken coral.

"This patch is probably identical with Costa
Rica Breakers, reported 1868; Socorro Reef,
June 1900; Chiriqui Shoal, Sept. 1900; Bombay
Discovered Water, October 1900.

"Tidal streams run very strong over and in
the vicinity of the reef, and they are of a
rotatory nature. The stream was running
South 2 knots an hour when the "Waterwitch"
was close to the patch."

(Sd.) W. O. LYNE,
Lieut. Commander.
By Order of the Inspector-General of
Customs,
W. PERD TYLER,
Deputy Coast Inspector.
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 2nd August, 1901. [2040]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
TO-DAY (MONDAY),
the 12th August, at 11 a.m., at Messrs.
Kung Wo's Godowns, near Gas
Co.'s Works, West Point.

8 Large and 3 small Casks, Australian
TALLOW, 23 Casks VINEGAR, 3 Casks
BLADDER, 41 Bales HEMP, 305 Boxes
BEER FAT, 16 lengths (each 15 fathoms) 2 in.
CABLE CHAIN, 1 PATENT ANCHOR,
1 Box WINCH BOLTS and BRASSES, 2
Bundles WINCH FITTINGS and 7 Pieces
CAST IRON PART OF WINCH.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th July, 1901. [2032]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have
received instructions from the Vendors
to Sell by Public Auction in
SIX LOTS,
VALUABLE LEASEHOLD
PROPERTY.

Situate at Yau Ma Tei in the Dependency of
Kowloon and Colony of Hongkong registered
in the Land Office respectively as Kowloon
Inland Lots Nos. 230, 261, 282, 283, 284 and
285.

TO-DAY (MONDAY),
the 12th day of August, 1901, at 3 p.m.,
on the Premises.

The following is a description of the Pro-
perty:—
Lot 1. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon
Inland Lot No. 230 together with the Messuage or
Tenement thereon known as No. 11, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 2. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon
Inland Lot No. 281 together with the Messuage or
Tenement thereon known as No. 13, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 3. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon
Inland Lot No. 282 together with the Messuage or
Tenement thereon known as No. 15, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 4. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 283 together with the Messuage or
Tenement thereon known as No. 17, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 5. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 284 together with the Messuage or
Tenement thereon known as No. 19, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 6. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 285 together with the Messuage or
Tenement thereon known as No. 21, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 7. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 286 together with the Messuage or
Tenement thereon known as No. 23, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 8. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 287 together with the Messuage or
Tenement thereon known as No. 25, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 9. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 288 together with the Messuage or
Tenement thereon known as No. 27, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 10. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 289 together with the Messuage or
Tenement thereon known as No. 29, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 11. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 290 together with the Messuage or
Tenement thereon known as No. 31, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 12. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 291 together with the Messuage or
Tenement thereon known as No. 33, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 13. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 292 together with the Messuage or
Tenement thereon known as No. 35, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 14. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 293 together with the Messuage or
Tenement thereon known as No. 37, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 15. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 294 together with the Messuage or
Tenement thereon known as No. 39, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 16. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 295 together with the Messuage or
Tenement thereon known as No. 41, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 17. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 296 together with the Messuage or
Tenement thereon known as No. 43, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 18. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 297 together with the Messuage or
Tenement thereon known as No. 45, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 19. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 298 together with the Messuage or
Tenement thereon known as No. 47, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 20. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 299 together with the Messuage or
Tenement thereon known as No. 49, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 21. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 300 together with the Messuage or
Tenement thereon known as No. 51, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 22. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 301 together with the Messuage or
Tenement thereon known as No. 53, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 23. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 302 together with the Messuage or
Tenement thereon known as No. 55, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 24. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 303 together with the Messuage or
Tenement thereon known as No. 57, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 25. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 304 together with the Messuage or
Tenement thereon known as No. 59, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 26. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 305 together with the Messuage or
Tenement thereon known as No. 61, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 27. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 306 together with the Messuage or
Tenement thereon known as No. 63, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 28. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 307 together with the Messuage or
Tenement thereon known as No. 65, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 29. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 308 together with the Messuage or
Tenement thereon known as No. 67, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 30. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 309 together with the Messuage or
Tenement thereon known as No. 69, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 31. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 310 together with the Messuage or
Tenement thereon known as No. 71, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 32. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 311 together with the Messuage or
Tenement thereon known as No. 73, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 33. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 312 together with the Messuage or
Tenement thereon known as No. 75, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 34. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 313 together with the Messuage or
Tenement thereon known as No. 77, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

Lot 35. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon Inland
Lot No. 314 together with the Messuage or
Tenement thereon known as No. 79, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Captain Superintendent
of Police to Sell by Public Auction,
on
FRIDAY,
the 16th August, 1901, at 11 a.m., at the
Central Police Station,
33,400 CARTRIDGES for SMALL ARMS,
8,200 EMPTY SPORTING CARTRIDGE
CASES, 3,400 PERCUSSION CAPS (Small
Boxes), 885 REVOLVERS, 138 PISTOLS,
40 WINCHESTER RIFLES, 870 RIFLES
(MUSKETS and CARBINES), 7 FOWL
ING PIECES, a quantity of BAYONETS,
118,455 CARTRIDGES for RIFLES, RE-
VOLVERS, &c. (stored in Cases at the
Government Depot, Stonecutter's Island), 311
MUSKETS, 12 CARBINES, 48 RIFLES,
4 PISTOLS, 8 OFFICERS' SWORDS,
23,150 ROUNDS of CARTRIDGES for
SMALL ARMS and 3 CARES CAR-
TRIDGES for SMALL ARMS (stored at
the Government Depot).

CONDITIONS OF SALE:—
The above will be sold only to those who hold
licences to deal and trade in arms and to those
having licences to carry or possess arms.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 9th August, 1901. [2026]

PUBLIC AUCTION.

MR. G. P. LAMMERT will Sell by
Public Auction,
at his Office, Duddell Street,
on
FRIDAY,
the 23rd August, 1901, at 3 p.m.,
VALUABLE LEASEHOLD PROPERTY
Situate at
Shaukiwan, in the Island of Hongkong,
Consisting of
Shaukiwan Lots Nos. 18, 19, 20, 21, 22, 23,
125 and 385 which are held as to Lots Nos.
18, 19, 20, 21, 22, 23, and 125 for the residue
of several terms of 999 years and as to Lot
No. 385 of the residue of term of 75 years.
Particulars and Conditions of Sale may be
obtained from
MESSRS. DEACON & HASTINGS,
10, Queen's Road Central,
Vendor's Solicitors,
or
MR. GEO. P. LAMMERT,
Auctioneer.

Hongkong, 9th August, 1901. [2025]

SANITARY BOARD.

OWNERS of HOUSES situated in the
Western Division of the City of Victoria
and in the Eastern Division of Kowloon, who
have not had their premises LIMEWASHED
and CLEANED in accordance with law, are
reminded that the period during which the
work should be finished ends on the 1st day of
August, 1901, and the Sanitary Board being
convinced of the necessity of CLEANLINESS
in its efforts to STAMP OUT PLAGUE is
determined to PROSECUTE any Owner in default after the above-named
date.

The Eastern Division of the City lies to the
East of Garden Road. The Eastern Division
of Kowloon is all that part of the Kowloon
Peninsula to the East of Robinson Road, and
includes Hung Hom and part of Tsim Sha
Tsui.

TO LET.

IMMEDIATE POSSESSION
1 LARGE and WELL-VENTILATED
 ROOM, with BATHROOM, at No. 37,
 CAINE ROAD.
 Apply to—
R. J. REMEDIOS,
 Mercantile Bank.
 Hongkong, 25th July, 1901. [1887]

TO LET.

FURNISHED, for Two Months, from 15th
August, No. 3, CAMERON VILLAS.
 For Particulars, apply to—
TURNER & CO.
 Hongkong, 10th August, 1901. [2038]

TO LET.

"EASTLEY," UPPER RICHMOND
ROAD, and Nos. 3, 5 and 6, RICH-
MOND TERRACE.
 Apply to—
LAU CHU PAK,
 Care of A. S. Watson & Co., Ltd.
 Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE
ROAD.
 Apply to—
T. EDWARDS,
 No. 22, Stanley Street.
 Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," No. 37, ROBINSON
ROAD.
 Apply to—
S. A. RAMJAHN,
 Care of Thomas's Grill Room.
 Hongkong, 1st August, 1901. [1937]

TO LET.

No. 5A, QUEEN'S ROAD CENTRAL.
 Apply to—
KWONG CHEONG WO,
 No. 239, Des Vaux Road.
 Hongkong, 9th July, 1901. [1733]

TO LET.

TWO EUROPEAN HOUSES, Nos. 18
and 20, LEIGHTON HILL ROAD.
 Apply to—
HONGKONG & KOWLOON LAND
& LOAN COMPANY, LTD.
 No. 8, Queen's Road West.
 Hongkong, 7th August, 1901. [1498]

TO LET SHORTLY.

HOUSES (now in course of erection and
nearing completion) in a first-class
business locality, DES VEAUX ROAD CENT-
RAL, next to A. Tack's Furniture Store.
 Ground Floors suitable for Shops. Upper
 Floors have plastered ceilings and walls, and
 are very suitable for Offices.
 Apply to—
J. S. LEE & CO.,
 Care of WING CHEONG TAI,
 240, Des Vaux Road West.
 Hongkong, 7th August, 1901. [1999]

TO LET.

TWO FURNISHED ROOMS, QUEEN'S
ROAD CENTRAL, No. 72.
 Apply to the PREMISES.
 Hongkong, 24th July, 1901. [1897]

TO LET.

No. 12, BELLIOS TERRACE.
 OFFICES and SHOPS in BEACONSFIELD
 ARCADE.
 SMALL GODOWN in DUDDELL STREET.
 For Particulars, apply to—
TURNER & CO.
 Hongkong, 26th July, 1901. [1876]

TO LET.

A HOUSE in BIPON TERRACE.
BLUE BUILDINGS, No. 3, 2ND FLOOR.
"THE RETREAT," MOUNT KELLET.
 Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
 Hongkong, 13th July, 1901. [86]

TO LET.

No. 1, STEWART TERRACE, the
PAK.
 Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
 Hongkong, 17th July, 1901. [1739]

TO LET.

GODOWN, No. 5A, DUDDELL STREET
 Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
 Hongkong, 5th July, 1901. [1692]

TO LET.

POSSESSION, AUGUST 1st.
THE GODOWN in West Point
(Kennedy Town) known as Feather
Factory, now occupied by the Hongkong and
Kowloon Wharf and Godown Co., Ltd.
 For Particulars, apply to—
LAUTS, WEGENER & CO.
 Hongkong, 9th July, 1901. [1730]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
 Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
 Apply to Mrs. MATHER,
 9, Pedder's Hill.
 Hongkong, 1st January, 1892.

NOTICE.

THE Undersigned carry in Stock an
extensive line of CIGARS and
CIGARETTES from the "GERMANIA"
FACTORY of Manila, for which they are
Sole Agents in Hongkong. Prices moderate.
 Stock of specially selected quality. A trial
 solicited. Special Terms to Exporters.
T. M. STEVENS & CO.,
 1, Duddell Street.
 Hongkong, 2nd August, 1901. [1834]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per
cent, or \$1.50 per Share, declared at the
Ordinary Half-Year Meeting of Shareholders,
held this day, will be payable at the Hongkong
AND SHANGHAI BANKING CORPORATION on
after WEDNESDAY, the 7th August,
1901.
 Shareholders are requested to apply to the
 Office of the Company for Warrants.
 By Order of the Board of Directors.
T. ARNOLD,
 Secretary.
 Hongkong 8th August, 1901. [2016]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in this
Corporation will be held at the City
Hall, Hongkong, on SATURDAY, the 17th
day of August, at Noon, for the purpose
of receiving the Report of the Court of
Directors together with a Statement of Accounts
to 30th June, 1901.
 By Order of the Court of Directors.
T. JACKSON,
 Chief Manager.
 Hongkong, 31st July, 1901. [1925]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
REGISTERS of SHARES of the
Corporation will be CLOSED from SATUR-
DAY, the 3rd, to the 17th day of August
(both days inclusive), during which period no
Transfer of Shares can be registered.
 By Order of the Court of Directors.
T. JACKSON,
 Chief Manager.
 Hongkong, 31st July, 1901. [1926]

UNIVERSAL TRADING COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL
MEETING of SHAREHOLDERS in the
Company will be held at the COMPANY'S
OFFICE, No. 4, Des Vaux Road Central, on
SATURDAY, the 17th instant, at 12 o'clock
Noon, for the purpose of receiving the Report
of the General Manager, together with a
Statement of Accounts to 30th June, 1901,
and of electing an Auditor.
 The TRANSFER BOOKS of the Company
 will be CLOSED from TUESDAY, the
 13th to SATURDAY, the 17th instant, both
 days inclusive.
ELLIS KADOORIE,
 General Manager.
 Hongkong, 10th August, 1901. [2035]

HONGKONG HOTEL COMPANY,
LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS
will be held at the COMPANY'S HOTEL,
on WEDNESDAY, the 21st August, 1901,
at Noon, for the purpose of receiving a
Statement of Accounts of the Company to the
30th June, 1901, with the Report of the
Directors, and to discuss any matter that may
be brought before the meeting.
 The TRANSFER BOOKS of the Company
 will be CLOSED from the 15th to the 21st
 August, both days inclusive.
 By Order of the Board.
C. MOONEY,
 Secretary.
 Hongkong, 10th August, 1901. [2036]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS
will be held in the Offices of the Company,
Queen's Buildings, Connaught Road,
MONDAY, the 19th August, at 12 o'clock
Noon, for the purpose of receiving the Report
of the Directors of the Statement of Accounts
to the 30th June, 1901.
 The TRANSFER BOOKS of the Company
 will be CLOSED from the 5th to 19th August,
 both days inclusive.
 By Order of the Board of Directors.
THOS. I. ROSE,
 Secretary.
 Hongkong, 26th July, 1901. [1877]

GREAT EASTERN AND CALEDONIAN
GOLD MINING CO., LIMITED
(IN LIQUIDATION).

AN EXTRAORDINARY GENERAL
MEETING of the PREFERENCE
SHAREHOLDERS of the above-named
Company will be held at the COMPANY'S
OFFICE, No. 14, Des Vaux Road, on
TUESDAY, the 20th of August, at 12.15
o'clock P.M., when the subjoined resolution,
which was passed at the Extraordinary
Meeting of Preference Shareholders held
on the 20th of July, 1901, will be submitted
for confirmation as a Special Resolution, viz:
That in lieu of making a Call, the Preference
Shareholders do accept the proposal of the
Liquidator to divide the available assets among
them.
 The Liquidator,
M. BENNECKE,
 Hongkong, 5th August, 1901. [1975]

TEBRAU PLATING COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that in
accordance with Article IX paragraph 3,
of the Articles of Association of the Company,
the following shares have been forfeited:—
 10801—11000
 11286—11335
 11336—11385
 11738—11885
 14386—14485
JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 6th August, 1901. [1935]

NEW MUSICAL PUBLICATIONS
MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accep.)
No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
 The "LILY" Waltz and "ELIZA" Waltz.
NEW FEATURE—
 Pocket Edition of Pianoforte Music, including
 March dedicated to Hongkong Volunteers
 and POLKA to Peak Residents.
 To be had of all MUSIC DEALERS. [1078—2]

NORTHERN NOTES.

The following items are from the P. & T.
Times of the 27th July:—
 Prince Ching is endeavouring to introduce
 water-works in Peking.
 Several wealthy citizens in Tientsin have
 been identified by certain missionaries as Boxer
 leaders.

The *Je Je* reports another conflagration at
 the East Arsenal, in which two Russians were
 burnt to death.
 Prince Ching is reported to have gone as far
 as Chengde to inspect the route for the
 Imperial return.

Some Japanese are about to establish a
 newspaper in Peking, and the plant has already
 arrived from Japan.

Prince Li, one of the Imperial Clan, has
 received secret instructions to join the Court
 at Heian and is already well on his journey.
 Small garrisons of Chinese soldiers are to
 preserve order in the districts around Peking,
 the camps averaging from 250 to 500 each.

By permission of the P. G. an Anglo-
 Japanese school is to be opened in the city, in
 which poor pupils will be accepted free.

The commander of the Imperial Bodyguard
 has decided to dismiss a number of the men, as
 he finds them too old and inefficient for service.
 The *Je Je* states that the Sanitary Depart-
 ment of the Provisional Government has opened
 a hospital for Chinese females in the city.

Yuan Shih-kai has ordered the tribute-rice
 Yamen at Tientsin to be repaired for the
 reception of the Court in case the Imperial
 party return via that place.

Seventeen men were caught and decapitated
 along the Shanhaikwan line for stealing rails,
 the railway property. The line was not damaged
 as first reported.

An Imperial Edict recently ordered Yuan
 Shih-kai to offer special sacrifices to the memory
 of his late "mother" as a reward for having so
 virtuous a son.

The first instalment of tribute-rice has
 arrived at Tientsin, and the official in charge has
 gone down to arrange for its immediate trans-
 fer to Peking by rail.

On the 26th instant the Board of Punishment
 in Peking created 11 Boxers and other crimi-
 nals, including a Boxer leader who had only
 just returned to Peking.

Yung Ting-Men, Peking, having, having
 been given back to the Chinese, they are now
 levying a tax of 800 cash on each roadside stall
 to help defraying the expenses of repairing the
 same.

At a place near Wen-an to the south-west of
 Tientsin, about 200 fully armed and well-mounted
 brigands have established themselves, and the
 villagers are preparing to resist them.

A view of two pierced half-moons adorning
 a hale round the moon proper, is reported by
 Chinese papers to have been seen in Peking on
 1st July, and to foreshadow some fresh disaster.

Lieut.-Col. Swann, who as one of the most
 able members of Gen. Lorne Campbell's staff
 made a large circle of friends in Tientsin,
 left here on Thursday morning for Shanghai
 en route for home.

The gentry of Chihli have memorialised Li
 to exempt them from any indemnity taxation,
 in consideration of their sufferings by Boxers
 and foreign troops; otherwise there may be
 rebellion. Li is endeavouring to arrange
 matters.

Some of the Tientsin gentry who recently
 petitioned the Provisional Government for the
 release of a certain merchant arrested for
 entering the city with arms, are reported to
 be now blackmailing the man for having
 rendered him this service.

Officers will be sent to the provinces in ac-
 cordance with the custom usually observed in
 cantonments in India, except at public functions,
 or social gatherings where officers of other
 nationalities are likely to be encountered, when
 uniforms must be worn.

The Provisional Government has exempted
 all houses of less than five rooms from any
 taxation. This will probably be much appreciated
 by the Chinese and go far to remove the
 dissatisfaction which existed at the imposition
 of a tax to which the natives were not
 accustomed.

The high officials in Hainan boast that peace
 has been re-established with the resumption of
 the various Government Departments, and the
 destruction of the archives, and weeding out of
 the six Boards is believed to have covered all
 the ground that could possibly be included in
 any demand for reform.

Too much importance must not be attached to
 the friendly reception being meted out to the
 missionaries now visiting Taiyuanfa, as it
 might well be part of China's set purpose to
 disarm suspicion by effusive friendship to the
 Mission. To our thinking, the "gush" is being
 a trifle overdone, and is unnatural.

An impudent robbery took place on the 19th
 instant in a cash shop opposite the Yamen, and
 the case is now before the Provisional Govern-
 ment. Among the money stolen there were
 several Chinese bank notes, which were
 immediately stopped and three men were
 arrested the next day trying to cash some of
 them.

Li Hung-chang in reply to the Ministers in
 regard to the imposition of a poll tax, stated
 that it is against the law to increase the taxation
 of the people; moreover if the native Christians
 were not included in the tax it would lead to
 further trouble or drive the heathens to join
 the Christians. He therefore considered any
 taxation of the kind very difficult.

Li Hung-chang requested the court to
 grant posthumous honours to all military
 officers who lost their lives fighting against
 foreigners at Tientsin and Taku. He maintains
 that though they were unsuccessful they showed
 a patriotism which should be rewarded, and he
 specially mentions the Tientsin brigadier
 General Hsu Taping, and the Taku Colonel
 Chao-chi.

Li Hung-chang has sent a dispatch to the
 French Minister reporting the case of a
 Catholic Missionary whom he alleges recently
 went to a place called Hsiao-hua, and intimi-
 dated the official—carrying a revolver—into
 signing a promissory note for a large sum of
 money. Li points out that it was just such
 conduct that brought on the trouble last year,
 and demands the missionary's recall home.

The German Concession has been enlarged,
 with the consent of the Imperial Chinese
 Government, by territory situated between the
 Taku Road and the Race-Courses Road. The
 limits of the Extension are marked by German
 flags. German or foreign subjects who have
 acquired rights of property on this Extension,
 are requested to send in their title-deeds to the
 Consulate before the 15th of next August.

The *Chih Pao* states that in the free burial
 ground provided for the poor on the east side
 of the river, the body of a man, buried alive
 was discovered by a funeral party who were
 digging a grave. They had only removed
 about a foot of earth when they came upon
 the body, and on breathing they instantly
 conveyed the body to a house and he is believed
 to have fared. It was probably the work of
 some robbers.

The Chinese Government contemplate stop-
 ping the Yellow River embankment fund, which
 represents several millions annually. Great
 anxiety is felt lest the hundreds of workmen
 which this work has maintained will resort to

raffianism in consequence of being thrown out
 of employ, and some are reported to have
 already joined the remedies of Chihli. It is
 argued that any disturbance caused by these
 people may afford the conservative party an
 additional excuse to prevent the Court's return.

TIGER-NETTING IN INDIA.

A correspondent writes to the *Globe*: I am
 among the few fortunate Englishmen who
 have participated in the rarest form of big
 game hunting—the netting of a royal tiger.
 It is a sport of a royal "Bengal" tiger, this con-
 ception would be geographically inaccurate, for
 it is in one corner of the Madras Presidency only
 that this sport takes place. This is the Wynnad,
 an elevated plateau, broken up into countless
 hills. Here coffee, tea, and cinchona are
 cultivated, and twenty years ago the district
 came into being, but notorious, prominence in
 the City of London owing to the discovery of
 gold. Companies were hastily formed and
 heavily capitalised, but the mines never gave
 any promise of paying dividends even on reason-
 able capital owing to refractory ore. The
 Wynnad is, however, a paradise for sportsmen.
 Elephants and bison roam wild here and several
 kinds of deer, which provide food in plenty for
 tigers and leopards. Consequently these big
 cats rarely attack cattle and will not look at a
 tethered calf or kid. The hunting of them is
 very difficult, for cover abounds. By lucky
 chance a man may stumble on one when he has
 his rifle with him, and thus get a shot, other-
 wise he may spend months, and even years,
 without obtaining a glimpse of them, although
 off on a still night he will hear their loud purr
 as they come up from drinking at a stream
 where in the morning their paws will be plainly
 visible in the soft red clay.

The natives of the Wynnad are good sports-
 men, and they have experienced equal difficulty
 in bagging the lordly deer-slayer. Nor is
 the desire to secure a tiger-skin solely a matter
 of sport with them. Now and again "stripes"
 turn up cattle-lifter, and before he is de-
 stroyed or his taste for beef glutted, he
 will decimate a herd. It can, therefore,
 be understood that among Wynnad culti-
 vators there is an inbred animosity against
 tigers very similar to the feeling of the British
 farmer towards the fox. With peculiar ad-
 aptity they devised a simple system of netting
 which in favourable circumstances is almost
 invariably successful. To understand this system
 one must realise the lie of the land. The hills
 are mostly grass, but in their folds are thick
 woods, from half an acre to five acres in extent.
 Between the hills are swamps which are under
 rice cultivation. If a tiger be marked down in
 one of the smaller woods when the grass on the
 hills is short it is quite a simple job to run a
 net round the wood and wait results.

On a lovely morning in the early autumn
 news was brought to me that a tiger had been
 encompassed. Short time did I spend in cov-
 ering the four intervening miles. The Wynnad
 at that time of the year is singularly beautiful.
 The air is soft and balmy, large-winged butter-
 flies flutter ahead of you; flocks of parrots fly
 screaming above, and innumerable pleasant
 sounds and scents rise from the surrounding
 jungle. Arrived at the scene of action, I found
 a large gathering of the leading farmers and
 their labourers armed with spears, guns, staves,
 and bows and arrows. The farmers are fair-
 skinned men with rather a Jewish cast of
 countenance. They are evidently immi-
 grants to this upland in comparatively
 recent times. The labourers are a low
 type, very black, many with only half-
 thick lips, and a distinctly negro look.
 They are supposed to be the aboriginals
 of the country, and of the ancient Dravidian
 stock. As a rule these slaves are downcast
 and humble in demeanour, but on this occasion
 an ample supply of Dutch courage in the form
 of strong arago palm-arrack, that some held
 and of strong arago palm-arrack, that some held
 and of strong arago palm-arrack, that some held

They had swaggering, not to say truculent. They had
 with them their hunting dogs, a yellow sort of
 lurcher, well-fed and full of pluck and cunning.
 The tiger had killed a cow the preceding after-
 noon and dragged it into a small wood on the
 opposite hillside. Within three hours nets had
 been run round the wood, and all night fires
 had been kept alight; tom-toms freely thumped,
 accompanied by profuse swearing at the tiger
 and all his female relatives. The nets re-
 sembled large-meshed sheep nets; they were
 fastened lightly, about six feet high, and hung
 so that they would bag easily when the animal
 rushed.

I was given a spear, and the sport began.
 One or two of the more adventurous were sent
 within the wood where they climbed trees and
 acted as markers. Then the others shouted,
 guns were fired off, stones flung, and the dogs
 let loose. The din was terrific, but suddenly
 about it all came the unmistakable roar of a
 tiger. The excitement was intense. The
 shrill voices of the markers in the trees could
 be distinctly heard. "The tiger is going up
 the hill; he is running to the right; he
 has turned back; he is going to rush through
 at the north end. Look out, he is very
 angry." I had been posted at the end of an
 open glade; two of the farmers were with
 me. It seemed an unlikely spot for the beast
 to break cover, but they did not agree with me.
 For a moment I thought they were right.
 Not twenty yards off and coming straight
 towards me was an infuriated tiger, two dogs
 baying at his flank. Between me and him was
 a flimsy sapling, and nothing more; the only
 weapon I had a rusty spear. I suppose
 all the sins of my life should have
 crowded into my brain at that moment.
 Or I should have thought of fighting wild
 beasts at Ephesus, or something else. I thought
 of nothing. I was drunk, mad drunk, with
 excitement. I besought the royal beast to
 charge; I shouted wild challenges at him. I
 was consumed with a burning desire to drive
 my spear home. After that he might chew
 me up for all I cared. It was not to
 be; he turned short five yards from the
 net. Ten minutes later I saw him rush
 out higher up the hill and roll over and over
 in the net for all the world like a gigantic rabbit.
 A dozen spears were in him at the instant.
 He had no chance whatever. It is rare that
 a man is hurt during the rush; the fatalities
 chiefly occur when the tiger balks, and a man
 well primed with drink is sent into the
 wood to stir him up. This drunken
 rage is the reason why few Europeans
 hear of tiger-netting, and why one is never
 allowed to stand in the likeliest spot. The
 farmers fear a drunken spear-thrust, so easily
 given in the excitement of the moment.
 However, I was fortunate, and those five
 seconds when I thought the tiger would charge
 will remain with me all my life a thrilling
 memory.

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 plication.
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 (Next to Central Market).
GEO. MOIR, Manager.
 Hongkong, 1st August, 1901. [1940]

ON SALE.

THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

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 lands India to Siberia, in which Europeans reside.
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 will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with
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 with facts concisely set out, and containing statistics of the TRADE of each Country and
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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	COLONADEL	Brit. str.	2 m.	F. W. Vibert, R.N.E.	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON	PELEUS	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 20th inst.
LONDON	STENTON	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 21st September.
LIVERPOOL DIRECT	PATROCLUS	Brit. str.	2 m.	C. Polack	Melchers & Co.	On 21st inst.
IREMEX, VIA PORTS OF CALL	KONIG ALBERT	Brit. str.	2 m.	E. G. Andrews, R.N.E.	P. & O. S. N. Co.	On 23rd inst. at Noon.
MAISELLES & LONDON	MALACCA	Brit. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
HAYRE, BREMEN & HAMBURG	KAWACHI MARU	Jap. str.	2 m.	E. G. Andrews, R.N.E.	HAMBURG-AMERIKA LINIE	To-day
HAYRE & HAMBURG	ACILIA	Ger. str.	2 m.	Roerden	HAMBURG-AMERIKA LINIE	On 27th inst.
HAYRE & HAMBURG	ALBANY	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 21st September.
HAYRE & HAMBURG	HEATHBURN	Brit. str.	2 m.	Williamson	HEATHBURN & CO. LIMITED	On 5th October.
NEW YORK VIA PORTS & SUEZ CANAL	ARARA	Brit. str.	2 m.	Kendall	ARARA & CO. LIMITED	About 19th inst.
NEW YORK VIA SUEZ CANAL	L. SCHEFF	Amr. ship.	2 m.	Forst	ARNHOLD, KARBBERG & CO.	On 14th inst. at Noon.
NEW YORK	L. P. CHAPMAN	Amr. ship.	2 m.	O. P. Marshall, R.N.E.	HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK	MANUEL LAGUNA	Amr. ship.	2 m.	G. D. Bowles, R.N.E.	SHAW, TOMES & CO.	On or about 25th Oct.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	J. Barker	CANADIAN PACIFIC R. CO.	Quick despatch.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CLAYTON	Brit. str.	2 m.	H. Petersen	DOUGLASS & CO. LIMITED	On 19th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 23rd inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.	O. P. Marshall, R.N.E.	CANADIAN PACIFIC R. CO.	On 24th inst. at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	DOMIC	Amr. str.	2 m.	G. D. Bowles, R.N.E.	DOUGLASS & CO. LIMITED	On 19th inst.
SAN DIEGO, &c. VIA AMOY, SHANGHAI, &c.	STRATFORD	Brit. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 2nd September, at 4 P.M.
AUSTRALIAN PORTS	GUTHRIE	Jap. str.	2 m.	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On 24th inst. at Daylight.
YOKOHAMA VIA SHANGHAI & KOBE	KASUGA MARU	Brit. str.	2 m.	A. Levy	SANDER, WILDER & CO.	On 15th inst. at Noon.
YOKOHAMA & KOBE	CHINA	Brit. str.	2 m.	F. J. Fox	Butterfield & Swire	On or about 15th Sept.
KOBE	ICHANG	Brit. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
KOBE & MOJI	KASHING	Brit. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
KOBE & MOJI	SANUKI MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	G. W. Cockman, R.N.E.	P. & O. S. N. Co.	On 13th inst. at 3 P.M.
KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.	R. T. Cook, R.N.E.	P. & O. S. N. Co.	On or about 16th inst.
KOBE & YOKOHAMA	KWEIYANG	Brit. str.	2 m.	N. Tate	Butterfield & Swire	On 24th inst.
SHANGHAI	MAZAGON	Brit. str.	2 m.	R. T. Cook, R.N.E.	DOUGLASS & CO. LIMITED	On or about 14th inst.
SHANGHAI	PARHATTA	Brit. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On or about 12th inst.
SHANGHAI	CHANGHIA	Brit. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On 21st inst.
SHANGHAI	TAIFU	Fren. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On 14th inst. at Daylight.
SHANGHAI & VLADIVOSTOK	YAKA	Fren. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On 14th inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MAIDURU MARU	Jap. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On 14th inst. at 4 P.M.
ANPING VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On 19th inst.
FOOCHOW VIA SWATOW & AMOY	DANGI MARU	Jap. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On 14th inst. at Noon.
TAMU VIA SWATOW & AMOY	YUENSANG	Brit. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	To-morrow, at Noon.
MANILA, LOILO & CEBU	SUNGKIAN	Brit. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On 16th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On 16th inst. at Noon.
BOMBAY VIA SINGAPORE & PENANG	HOLMIDA	Ital. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On 16th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	YAMAGUCHI MARU	Jap. str.	2 m.	N. Tate	DOUGLASS & CO. LIMITED	On 16th inst. at Noon.

SHIPPING.

ARRIVALS.

Aug. 9, HINSHAW, British str., 1,336, Lako, Hongkong 7th August, Coals—JARDINE, MATHESON & Co.	Aug. 9, KENONWAI, German str., 1,115, A. V. Rieger, Bangkok 3rd Aug. Rice and Teak-wood—MELCHERS & Co.	Aug. 9, MAZAGON, British str., 2,279, G. W. Cockman, Bombay 24th July, General—P. & O. S. N. Co.	Aug. 10, TAIKU, German str., 1,065, H. Martens, Chiofo 1st Aug. General—EAST ASIATIC TRADING CO.	Aug. 10, CHOYANG, British str., 1,194, G. H. Bowker, Shanghai 2nd Aug. and Swatow 9th Aug. General—JARDINE, MATHESON & Co.	Aug. 10, YUENSANG, British str., 1,128, P. H. Rolfe, Manila 7th August, Ballast—JARDINE, MATHESON & Co.	Aug. 10, ERIDAN, French str., 926, Ristorcelli, Shanghai 7th August, Mails and General—MESSAGERIES MARITIMES.	Aug. 10, I. F. CHAPMAN, Amr. ship, 2,013, Chapman, Kobe 19th July, General—ARNHOLD, KARBBERG & CO.	Aug. 10, CITY OF CALCUTTA, British str., 2,800, W. Dawson, Singapore 5th Aug. General—CHINESE.	Aug. 10, DANGI MARU, Jap. str., 946, Solajima, Tamsui 15th August and Swatow 9th, General—M. B. KAISHA.	Aug. 10, MARIE JEBSEN, German str., 1,700, Hemmet, Saigon 6th August, General—JEBSEN & Co.	Aug. 11, AMARA, British steamer, 1,565, C. J. Matlock, Newchwang 23th July and Swatow 10th August, General—JARDINE, MATHESON & Co.	Aug. 11, ANPING MARU, Jap. str., 1,063, S. Atami, Poochow 8th August, General—M. B. KAISHA.	Aug. 11, HANOI, French steamer, 768, Merlees, Haiphong 8th August and Hoihow 9th, General—A. R. MARV.	Aug. 11, KOUSSING, German str., 1,291, Leuss, Bangkok 4th August, Rice—BUTTERFIELD & SWIRE.	Aug. 11, KWEIYANG, British str., 1,062, A. W. Osterbridge, Newchwang 30th July, Chiofo 1st August and Amoy 9th, General—BUTTERFIELD & SWIRE.	Aug. 11, LYKEMOON, German str., 1,238, Lehmann, Shanghai 7th August, General—SIEMSEN & Co.	Aug. 11, MALACCA, British str., 2,615, G. E. Andrews, Poochow 9th August, General—P. & O. S. N. Co.	Aug. 11, PATI, British steamer, 3,547, Andrews, Moji 6th August, General—BUTTERFIELD & SWIRE.	Aug. 11, SHIRLEY, British str., 1,600, Satchell, Moji 4th August, Coals—M. B. KAISHA.
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CLEARANCES.

At the Harbour Master's Office.
10th August.
Haiton, British str., for Swatow.
Idomenes, British str., for Shanghai.
Sishan, British str., for Swatow.
Trym, Norwegian str., for Hoihow.
Aperade, German str., for Hoihow.
Hans Menzell, German str., for Amoy.
Anson, Danish str., for Shanghai.
Arden, Anglian str., for Moji.

DEPARTURES.

10th August.
GLOVY, British battleship, for Weihaiwei.
HUMBER, British battleship, for Weihaiwei.
ERIDAN, French str., for Europe.
MICHAEL JEBSEN, German str., for Hoihow.
HUDSON, British str., for New York.
FUSHU, British str., for Shanghai.
HONG BEG, British str., for Amoy.
PERIA, British str., for Manila.
TUNGSA, British str., for Hongkong.
ANPING, British str., for Canton.
11th August.
NINGO, British str., for Shanghai.
HAIYAN, British str., for Coast Ports.
ANNAM, Danish str., for Shanghai.
HANS MENZEL, German str., for Amoy.
SISHAN, British str., for Swatow.

VESSELS IN DOCK.

10th August.
At the Harbour Master's Office.
KOWLOON DOCK—Y. Sontav, Canton River, Victoria.
COSMOPOLITAN DOCK—Colonies, Taiwan, D. J. de Austria.

SHIPPING REPORTS.

The British steamer Malacca, from Foochow 30th inst., had light N.E. wind with rain to port. The British steamer Anson, from Newchwang 29th inst., had light N.E. wind with rain to port. The British steamer Anson, from Newchwang 29th inst., had light N.E. wind with rain to port. The British steamer Anson, from Newchwang 29th inst., had light N.E. wind with rain to port.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
L. SCHEFF, American ship, C. S. Kendall—Carlowitz & Co.
SEA WITCH, American ship, Howa—Muster

VESSELS ON THE BEETH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"YARRA."
Captain Negre, will be despatched for the above ports on or about MONDAY, the 12th inst.
For Freight or Passage, apply to
P. DE CHAMPTORIN,
Acting Agent.
Hongkong, 6th August, 1901.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERMAN GUAY and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"BORMIDA."
Captain D. Costa, will be despatched as above TO-MORROW, the 13th August, at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 7th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."
Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 14th August, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 31st July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."
Captain Baller, will be despatched as above on WEDNESDAY, the 14th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 8th August, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"TARTAR," 4,425 Tons, Comdr. E. Bechler, R.N.E., WEDNESDAY, 14th Aug. 1901
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.E., WEDNESDAY, 28th Aug. 1901
"ATHENIAN," 3,882 Tons, Comdr. H. Moratt, R.N.E., WEDNESDAY, 4th Sept. 1901
"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.E., WEDNESDAY, 25th Sept. 1901
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.E., WEDNESDAY, 23rd Oct. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent of the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. L. BROWN, General Agent,
Pender's Street.
Hongkong, 8th August, 1901.

HONGKONG, 8th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

19	Capt. e. Dillreu	{ (Calling at Singapore and Colombo)			
	ALEXANDRIA	{ HAYRE & HAMBURG	On 27th Aug.	Freight.	
	Capt. Roerden	{ (Calling at Singapore and Penang)			
	SIBELIA	{ HAYRE & HAMBURG	On 10th Sept.	Freight and Passage	
	Capt. Fuzelinis	{ (Calling at Singapore and Colombo)			
	ANDALUSIA	{ HAYRE & HAMBURG	On 21st Sept.	Freight.	
	Capt. Ehlers	{ (Calling at Singapore and Penang)			
	ARABIA	{ HAYRE & HAMBURG	On 5th Oct.	Freight.	
	ARAGONIA	{ (Calling at Singapore and Penang)			
	Capt. Fock	{ NEW YORK via SUEZ CANAL		Freight.	
		{ end of August or beginning September			
ve	For further Particulars, apply to				

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf are marked w, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	PELUS	Brit. str.	2 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	STANTON	Brit. str.	2 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	PATROCLUS	Brit. str.	2 m.	Dickens	BUTTERFIELD & SWIRE	To-day.
REMREM, VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	k. w.	C. Polack	MELCHERS & CO.	On 21st inst.
MARSHALLS & LONDON	MALACCA	Brit. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	To-day, at Noon.
MARSHALLS LONDON & ANTWERP, &c.	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
HAVRE & HAMBURG	ACHILIA	Ger. str.	2 m.	J. Dohren	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Koerden	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	SIBERIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 5th October.
NEW YORK VIA PORTS & SUEZ CANAL	HEATHBURN	Brit. str.	k. w.	Williamson	DODWELL & CO. LIMITED	About 19th inst.
NEW YORK VIA SUEZ CANAL	ARABIA	Brit. str.	2 m.	Kendall	SHEWAN, TOMES & CO.	On 14th inst., at Noon.
NEW YORK	L. SCHIEFF	Amr. ship.	k. w.	Forst	CARLOWITZ & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	L. F. CHAPMAN	Amr. ship.	—	Forst	ARNHOLD, KARBURG & CO.	Quick despatch.
NEW YORK	MANUEL LAAGUNO	Amr. ship.	—	Forst	HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK	EMPEROR OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	SHEWAN, TOMES & CO.	On or about 25th Oct.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	G. D. Bowler, R.N.R.	CANADIAN PACIFIC R. CO.	On 14th inst., at Noon.
VICTORIA, B.C., & TACOMA, VIA SHANGHAI, &c.	CLAYBURN	Brit. str.	2 m.	J. W. Ekstrand	DODWELL & CO. LIMITED	On 19th inst.
VICTORIA (B.C.) & SEATTLE, VIA SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE, VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 2nd September, at 4 P.M.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	NIPOON MARU	Amr. str.	2 m.	J. W. Ekstrand	PACIFIC MAIL S. S. CO.	On 24th inst., at Daylight.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	DOIRU	Brit. str.	2 m.	McArthur	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	STANTON	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On or about 15th Sept.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS	KANADA MARU	Jap. str.	2 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On or about 23rd inst.
YOKOHAMA VIA SHANGHAI & KOBE	FORMOSA	Brit. str.	2 m.	A. Leva	SANDEL, WELDER & CO.	On or about 17th inst.
YOKOHAMA & KOBE	PERIN	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	To-day.
KOBE	ICHANG	Brit. str.	2 m.	W. Townsend	BUTTERFIELD & SWIRE	On 16th inst.
KOBE & MOJI	KASHING	Brit. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
KOBE & MOJI	SANUKI MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	G. W. Cockman, R.N.R.	BUTTERFIELD & SWIRE	To-morrow, at Noon.
KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 16th inst.
KOBE & YOKOHAMA	KWEIYANG	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 13th inst., at 3 P.M.
TIEN-TSIN	MAZAGON	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 10th inst.
SHANGHAI	PARRAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 24th inst.
SHANGHAI	CHANGSHA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 14th inst.
SHANGHAI & VLADIVOSTOK	TAIFU	Ger. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 12th inst.
SHANGHAI	YARU	Frn. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 21st inst.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	MAIZURI MARU	Jap. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 14th inst., at Daylight.
ANPING VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 14th inst., at Noon.
FOOCHOW VIA SWATOW & AMOY	DARI MARU	Jap. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 14th inst., at 4 P.M.
TAMU VIA SWATOW & AMOY	YUEHANG	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 19th inst.
MANILA	SUKKIANG	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 14th inst., at Noon.
MANILA, ILOILO & CEBU	KUNSAN	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	BOHMDA	Ital. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	BOHMDA	Ital. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
BOMBAY, VIA SINGAPORE & COLIMBO	YAMAGUCHI MARU	Jap. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.

SHIPPING.

ARRIVALS.

Aug. 9, HINSHANG, British str., 1,536, Lako, Hongkong 7th August, Coals.—JARDINE, MATHESON & CO.
Aug. 9, KEONGWAI, German str., 1,115, A. V. Rieger, Bangkok 3rd Aug. Rice and Teak-wood.—MELCHERS & CO.
Aug. 9, MAZAGON, British str., 3,279, G. W. Cockman, Bombay 24th July, General.—P. & O. S. N. Co.
Aug. 10, TAIPI, German str., 1,065, H. Martens, Chetoo 1st Aug. General.—EAST ASIATIC TRADING CO.
Aug. 10, CHOYANG, British str., 1,194, G. H. Bowler, Shanghai 2nd Aug. and Swatow 9th Aug. General.—JARDINE, MATHESON & CO.
Aug. 10, YUENSANG, British str., 1,128, P. H. Reids, Manila 7th August, Ballast.—JARDINE, MATHESON & CO.
Aug. 10, ERIDAN, French str., 926, Distorelli, Shanghai 7th August, Mails and General.—MESSAGERIES MARITIMES.
Aug. 10, I. F. CHAPMAN, Amr. ship, 2,013, Chapman, Kobe 10th July, General.—ARNHOLD, KARBURG & CO.
Aug. 10, CITY OF CALCUTTA, British str., 2,590, W. Dawson, Singapore 5th Aug. General.—CHINESE.
Aug. 10, DAIJO MARU, Jap. str., 846, Solujima, Tamsui 6th August and Swatow 9th, General.—M. B. KAISHA.
Aug. 10, MARIE JESSEN, German str., 1,700, Hommet, Saigon 6th August, Rice.—JESSEN & CO.
Aug. 11, AMARA, British steamer, 1,566, C. J. Matlock, Newchwang 28th July and Swatow 10th August, General.—JARDINE, MATHESON & CO.
Aug. 11, ANPING MARU, Jap. str., 1,083, S. Asumi, Fochow 8th August, General.—M. B. KAISHA.
Aug. 11, HANOL, French steamer, 768, Merles, Haiphong 8th August and Hoilow 9th, General.—A. R. MARTY.
Aug. 11, KUNSHANG, German str., 1,291, Leuss, Bangkok 4th August, Rice.—BUTTERFIELD & SWIRE.
Aug. 11, KWEIYANG, British str., 1,062, A. W. Outerbridge, Newchwang 30th July, Chetoo 1st August, and Amoy 9th, General.—BUTTERFIELD & SWIRE.
Aug. 11, LYEMOON, German str., 1,238, Lehmann, Shanghai 7th August, General.—SIEMSEN & CO.
Aug. 11, MALACCA, British str., 2,615, G. E. Andrews, Fochow 9th August, General.—P. & O. S. N. Co.
Aug. 11, PATROCLUS, British steamer, 3,547, Dickens, Moji 6th August, General.—BUTTERFIELD & SWIRE.
Aug. 11, SHIMLEY, British str., 1,060, Satchell, Moji 4th August, Coals.—M. B. KAISHA.

CLEARANCES.

At the Harbour Master's Office.
Hakua, British str., for Swatow.
Idonawa, British str., for Shanghai.
Sishan, British str., for Swatow.
Trym, Norwegian str., for Hoilow.
Apenrode, German str., for Haiphong.
Hans Menzell, German str., for Amoy.
Annam, Danish str., for Shanghai.
Ariston, Austrian str., for Moji.

DEPARTURES.

10th August.
GLORY, British battleship, for Weihaiwei.
HUMBER, British storeship, for Weihaiwei.
ERIDAN, French str., for Europe.
MICHAEL JESSEN, German str., for Hoilow.
HUDSON, British str., for New York.
PUSHUN, British str., for Shanghai.
HONG BEE, British str., for Amoy.
PERIA, British str., for Manila.
TINGSANG, British str., for Hongkong.
ANPING, British str., for Canton.
11th August.
NINGPO, British str., for Shanghai.
HATIAN, British str., for Coast Ports.
ANAM, Danish str., for Shanghai.
HANS MENZEL, German str., for Amoy.
SISHAN, British str., for Swatow.

VESSELS IN DOCK.

10th August.
ABERDEEN DOCK.—Y. Soutan, Canton River, Victoria.
COSMOPOLITAN DOCK.—Colonies, Taishan, D. J. de Austria.

SHIPPING REPORTS.

The British steamer *Malacca*, from Fochow 24th inst., had light N.E. wind with rain to port.
The British steamer *Anara*, from Newchwang 28th ult. and Swatow 10th inst., had moderate and strong gales from N.E. to S.S.W. from 2nd till 6th inst., and rough sea off the Saddle; moderate S.E. winds to port of Swatow. Light variable winds and slight sea to port.
The British steamer *Kueiyang*, from Newchwang 30th ult., Chetoo 1st inst. and Amoy 9th, had fresh winds increasing to strong gale from S.S.E. to E.S.E., with heavy sea from Shanghai Promontory to Yangtze; from thence to Amoy fresh to moderate winds and rough sea. From Amoy to port light variable winds and fine weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
L. SCHIEFF, American ship, C. S. Kendall—Carlowitz & Co.
SEA WITCH, American ship, Howes—Master

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"YARU."
Captain Negre, will be despatched for the above ports on or about MONDAY, the 12th inst.
For Freight or Passage, apply to
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 6th August, 1901.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"BORNIDA."
Captain J. Costa, will be despatched as above TO-MORROW, the 13th August, at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 7th August, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR FOOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship
"ANPING MARU."
Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 14th August, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 31st July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"KUMSANG."
Captain Buller, will be despatched as above on WEDNESDAY, the 14th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 8th August, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 14th Aug. 1901
"EMPRESS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th Aug. 1901
"ATHENIAN," 3,882 Tons, Comdr. H. Mowat, WEDNESDAY, 4th Sept. 1901
"EMPRESS OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 25th Sept. 1901
"EMPRESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd Oct. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax and New York and Boston with all Trans-Atlantic Lines, which passengers go to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 8th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA. PORTS IN THE LEVANTINE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
ACILIA { HAVRE, BREMEN & HAMBURG } On 12th Aug. Freight.
Capt. J. Dohren { (Calling at Singapore and Colombo) }
ALEXANDRIA { HAVRE & HAMBURG } On 27th Aug. Freight.
Capt. Koerden { (Calling at Singapore and Penang) }
SIBERIA { HAVRE & HAMBURG } On 10th Sept. Freight and Passage.
Capt. Ehlers { (Calling at Singapore and Colombo) }
ANDALUSIA { HAVRE & HAMBURG } On 21st Sept. Freight.
Capt. Ehlers { (Calling at Singapore and Penang) }
ARABIA { HAVRE & HAMBURG } On 5th Oct. Freight.
Capt. Koerden { (Calling at Singapore and Penang) }
ARAGONIA { NEW YORK VIA SUEZ CANAL } Freight.
Capt. Forst { (End of August or beginning September) }
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTINE, BLACK SEA and BALTIC PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
KONIG ALBERT { WEDNESDAY } 21st August.
PRINZESS IRENE { THURSDAY } 5th September.
PRINZ HEINRICH { THURSDAY } 19th September.
PREUSSEN { WEDNESDAY } 2nd October.
HAIBURG (Hamburg-Amerika Linie) { WEDNESDAY } 16th October.
SACHSEN { WEDNESDAY } 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie) { WEDNESDAY } 13th November.
BAYERN { WEDNESDAY } 27th November.
STUTTGART { WEDNESDAY } 11th December.
KONIG ALBERT { WEDNESDAY } 25th December.
PRINZESS IRENE { WEDNESDAY } 8th Jan. 1902.
PRINZ HEINRICH { WEDNESDAY } 22nd Jan. 1902.
PREUSSEN { WEDNESDAY } 5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie) { WEDNESDAY } 19th Feb. 1902.
SACHSEN { WEDNESDAY } 5th Mar. 1902.

ON WEDNESDAY, the 21st day of August, 1901, at Noon, the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Captain C. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 15th August, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 20th August, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th August. Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cube in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewards. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 12th August, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
MARSHALLS AND LONDON { MALACCA } Noon, 12th { Freight or Passage.
LONDON { E. G. Andrews } August
SHANGHAI { MAZAGON } 3 P.M. 13th { Freight only.
G. W. Cockman, R.N.R. } August
SHANGHAI { PARRAMATTA } About 16th { Freight or Passage.
R. T. Cook, R.N.R. } August
LONDON, &c. { COROMANDEL } Noon, 17th { See Special Advertisement.
F. W. Vibert, R.N.R. } August
Kobe { PERIN } About 17th { Freight only.
F. J. Fox } August
YOKOHAMA VIA SHANGHAI AND KOBE { FORMOSA } About 23rd { Freight or Passage.
J. D. Andrews, R.N.R. } August
Passing through the Inland Sea)
For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 7th August, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
MIKE MARU { KOBE and YOKOHAMA } TUESDAY, 18th Aug. at Noon.
SANUKI MARU { KOBE and YOKOHAMA } FRIDAY, 16th Aug. at Daylight.
YAMAGUCHI MARU { BOMBAY, VIA SINGAPORE and COLOMBO } FRIDAY, 16th Aug. at Noon.
KAMAKURA MARU { VICTORIA, B.C. and SEATTLE } MONDAY, 19th Aug. at 4 P.M.
H. Petersen { KOBE and YOKOHAMA }
KAWACHI MARU { MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 23rd Aug. at Daylight.
J. S. Thompson { NAGASAKI, KOBE and YOKOHAMA } FRIDAY, 23rd Aug. at Noon.
ROSETTA MARU { SYDNEY and MELBOURNE, via HAMA } FRIDAY, 23rd Aug. at 4 P.M.
KASUGA MARU { SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE } FRIDAY, 30th Aug. at Daylight.
HAKATA MARU { KOBE and YOKOHAMA } FRIDAY, 30th Aug. at Daylight.
F. L. Sommer { VICTORIA, B.C. and SEATTLE } MONDAY, 2nd Sept. at 4 P.M.
KAGA MARU { U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA }
J. W. Ekstrand {

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

Hongkong, 5th August, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
CLAYBURN	3,398	J. Barker	August 16th
BREMER	3,601	W. Watt	August 27th
DUKE OF FIFE	3,821	J. S. Cox	September 10th
OLYMPIA	2,837	J. Treverbridge	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252
Excellent accommodation. First-class Table. Doctors and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 243
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.
The best route to the KLONDIKE GOLD FIELDS. Frequent sail

